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QUINCY IN 1857.

OR

FACTS AND FIGURES

EXHIBITING

Its Advantages, Resources,

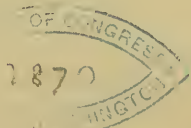
MANUFACTURES AND COMMERCE.

BY

JOSEPH T. HOLMES.

QUINCY, ILL.

HERALD BOOK AND JOB PRINTING ESTABLISHMENT.
1857.



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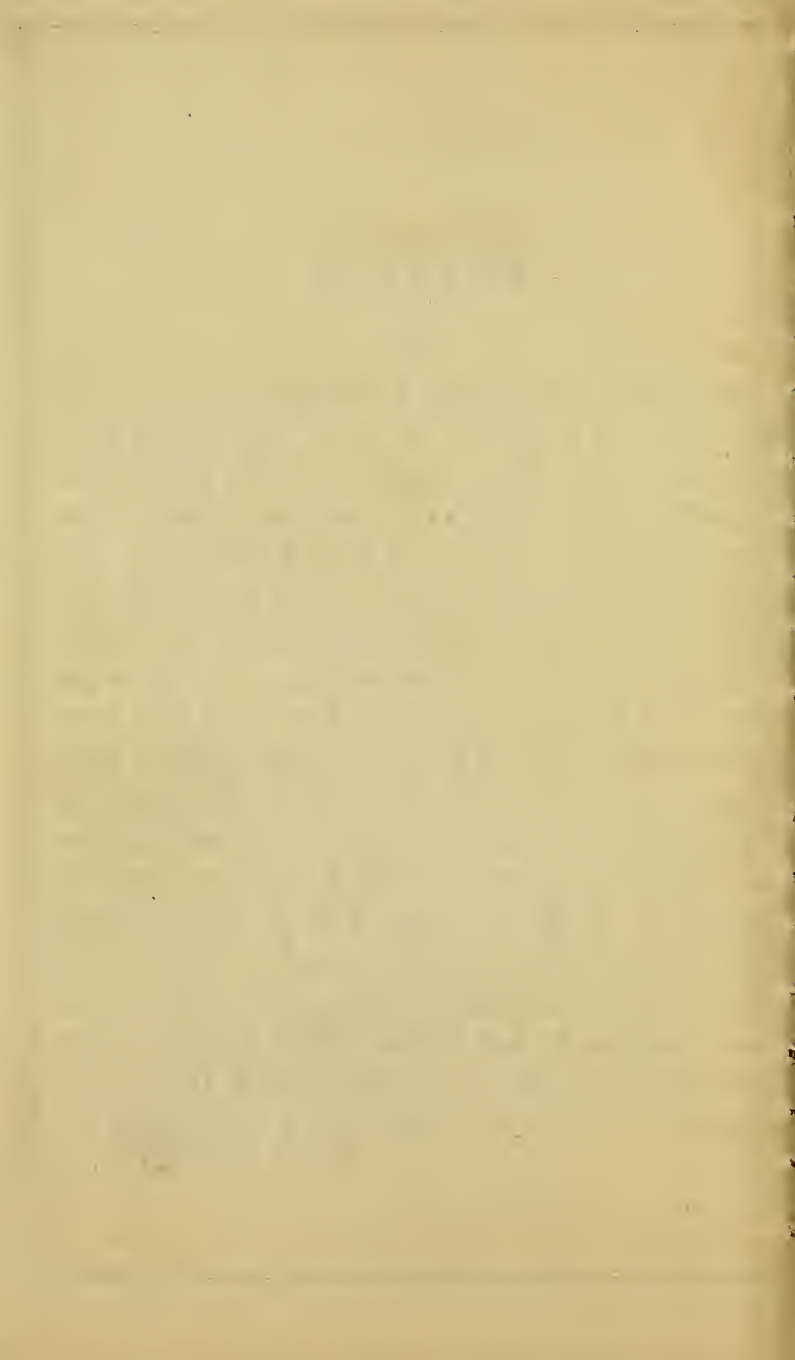
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P R E F A C E .

IN giving this volume to the public, the compiler deems it advisable to state that it has been prepared under the supervision of the Mayor and Council of the City of Quincy, and others who are thoroughly acquainted with her history and business ; and the facts and figures have been obtained from sources of unquestionable authority, and may be relied upon as correct. Owing to the fact that no publication of this kind has been heretofore attempted in our city, and that no business returns have been collected or preserved in former years, the author regrets that he is unable to illustrate her progress in a manner at all detailed. It is to be hoped that in future, more efforts will be made by the citizens of Quincy, to direct public attention to this point as one of the most eligible in the West. With the hope that his efforts may in some degree effect this object, this little work is now submitted to the public by

THE AUTHOR.



HISTORICAL.

THE citizens of Quincy have long seemed singularly indifferent to the importance of placing before the public her just claims to notice. While the inhabitants of other Cities and Towns, with scarcely a tithe of her natural or artificial resources, have blown their trumpets long and lustily, and have laid their real or assumed advantages and prosperity with unwearied perseverance before the public gaze, Quincy has alone been silent. No flaming hand-bills have painted her glorious destiny to the dazzled eye of the emigrants who pour through our Western country. No accommodating maps have been published representing her as the exact centre of the continent from which are to radiate iron arms that will embrace the whole confederacy. Not one of the arts have been employed by which crafty speculators have won notoriety for their paper towns and lured the unsuspecting to less favored localities,—but strong in the *consciousness* of superiority, she has pursued her way quietly, but none the less steadily and surely to the position which she now occupies as one of the leading Cities of the Great West,—the second in importance in the State of Illinois, and the first in the Mississippi Valley above St. Louis, not only in Manufactures in which she stands unrivalled, nor yet in extent of Commerce, although in this, she challenges comparison, but in the unusual conjunction of these with unequalled advantages in point of beauty of location, extent of public improvement, salubrity of climate, facilities of education and general eligibility as a place of residence. She has attained her present eminence without ostentation or parade on the part of her citizens, who, in the midst of their schemes of

private business, have still found leisure, not only to construct railroads, promote Commerce in its every branch, and encourage Manufactures of every description, but have not neglected to adorn and beautify her streets and public parks, to found magnificent schools for public instruction, and to erect church edifices of unsurpassed elegance and splendor. But it is now time that she should be presented in proper light before the public,—that facts and figures should be presented to demonstrate her superiority, and to convey to ears too distant to catch the hum of her busy machinery, the sound of her clanging forges, and the roar of the wheels of Commerce rolling through her streets—an announcement of her prosperity. There is no city in the whole broad West of equal population and importance, so little known and appreciated abroad as Quincy, and the compiler of this volume has undertaken it with the hope that public attention may be turned to this fact, and that her Merchants, Mechanics, and business men generally, may arouse to the importance of disseminating abroad correct information as to her advantages, resources, growth, size, and wealth. It is not the aim or the expectation of this work to do full justice to the subject, but simply to enumerate a few of her present and prospective advantages as a manufacturing and commercial point, and to give a short account of her manufacturing and mercantile interests at the present time.

Before speaking of her present and future position, it may not prove uninteresting or uninformative to trace briefly the steps of advancement by which the transformation of a wilderness into so populous and flourishing a city has been effected, and to mention a few of the incidents and circumstances attending her early settlement.

Quincy was originally selected as a town site in the year 1821 by the Hon. John Wood, now Lieutenant Governor of the State, who visited this neighborhood in the fall of that year, in company with two others named Moffit and Flinn, in order to look for and examine some land belonging to the latter, and which is

now within the city limits. He was so impressed with the beauty of the spot, and so well satisfied that from its geographical position it must become the great point of outlet for the immense productions, which must speedily follow emigration to this and neighboring counties, that he determined in his own words to "settle here for life." He returned in the fall of the succeeding year and erected the first house within the present bounds of Quincy. It was a primitive structure built without the aid of nails or sawed lumber, but unpretending as it was, the associations hanging over it, the almost miraculous changes that have taken place in the face of the country surrounding it, and the marked vicissitudes attending the fortunes of the adventurous pioneer who constructed it, invest it at this day with a halo of interest peculiarly its own, and the mind loves to linger upon it as the germ planted in the wilds of the West, from which has sprung the present vigorous growth of our Model City.

In the spring succeeding Mr. Wood's arrival, Major Jeremiah Rose, a native of New York, came with his family and shared his cabin, Mrs. Rose being the first white woman, and her daughter, now Mrs. George W. Brown, the first white child, residing in Quincy. The next house was built in the spring of 1824 by Mr. Willard Keyes, a native of Vermont, and a former acquaintance of Mr. Wood, and the third in the following fall by John Droulard, a Frenchman. At this time there was no white settlement in the Military Tract north of Gilead, a point sixty miles south of Quincy, (then called Cole's Point) near the centre of Calhoun County, and but two other white men, by name Perigo and Lile, in the bounds of what now is Adams County, and U. S. Troops were stationed at Fort Edwards, the present site of Warsaw, a point forty miles north of Quincy, for the protection of the frontier from the depredations of the Indians who lived in large numbers in the neighborhood. Our pioneers were obliged to go forty miles to mill, but a Dr. Baker, who settled in the fall of 1824 on the creek two miles south of Mr. Wood's house, in order to obviate this inconve-

nience, with Yankee ingenuity, constructed a machine for pounding corn, the motive power of which was water. Placing the grain in a mortar, an industrious pestle soon reduced it to a state suited to manufacture into very tolerable "hoe cakes." A tragical incident connected with the history of this "the first grist mill in Quincy," should not be omitted. One night when "der machine" was in active operation, an unsophisticated coon instigated by the gnawings of hunger, or perhaps by motives of curiosity, attempted to penetrate into its hidden recesses. The descending pestle gave him a forcible intimation that his presence was undesired, and knocking him into the mortar, it continued to pound him with hearty good will until morning, by which time we may conclude that his spirit of exploration was effectually subdued. The condition of the "grist" may "be more easily imagined than described."

Previous to the establishment of the white settlement, an Indian village of the "Sauk" tribe occupied the site of Quincy, and for several years after its establishment the original natives remained in the vicinity, but as a general thing were not troublesome neighbors.

In the fall of 1824, John Wood inserted in a newspaper printed in Edwardsville, called the "Edwardsville Spectator," a notice that application would be made to the next Legislature for the establishment of a new county, defining its boundaries. In accordance with this application, by an act approved January 13th, 1825, the Legislature provided for the organization of Adams County, fixing its boundaries as described in the notice, and as they now exist. Three commissioners were appointed to locate the County seat, Seymour Kellogg, of Morgan County; Joel Wright, of Montgomery County; and David Dutton of Pike County, who after traveling through and attentively examining the county, decided upon this spot as the one best calculated for the future convenience and accommodation of the people. They christened the new town Quincy, in honor of the President, and, although it must be confessed the ceremonials were not of

the most imposing character, thenceforth the city of three log cabins rejoiced in a name.

The first election of officers for Adams County was held on the second day of July, A. D. 1825, when forty votes were polled. Willard Keyes, Levi Wells and Peter Journey were elected County Commissioners, and at their first meeting, during the same month, Henry H. Snow was appointed clerk. This gentleman, pursuant to an order dated November 9th, 1825, was employed to survey and draw plats of the town, and two hundred and thirty lots, ninety-nine by a hundred and ninety-eight feet, were laid off. Much of the subsequent prosperity of the place may be ascribed to the wisdom and taste displayed in this survey. Streets were laid off sixty-six feet wide, all but Maine Street, which is eighty-two and a half feet wide, and crossing each other at right angles. A space of four hundred feet square was reserved in the centre of the town for a public square, now called Washington Square, and the inclosure which now is Jefferson Square was set apart for a public Cemetery.

The first sale of town lots took place on the thirteenth day of December following, when fifty-one lots which had previously been advertised in the St. Louis and Edwardsville papers, were sold at public auction by the County Commissioners, the major part of which were purchased by the commissioners themselves, the Sheriff and other citizens of the County, very few being sold to outside speculators, and thus the curse which has weighed so heavily on other Western towns was avoided.

From the close of the year 1825 until the beginning of the year 1835, the growth of Quincy was not rapid. A variety of causes combined to produce this result. Many miles distant from mills and from any point where provisions or supplies of any kind could be obtained, her residents were obliged to dispense with many of those articles which are considered in older communities as among the "necessaries of life." Their coffee was a decoction of okro seed, an herb cultivated by them for that purpose, and which they sweetened with wild honey found

in great abundance in the neighboring woods. Their nearest blacksmith's shop was at Atlas, forty miles distant, where they carried their plows to be sharpened, swung upon a horse's back. These and other privations incident to pioneer life, together with several visitations of epidemic disease during the interval mentioned, prevented any great improvement.

In the spring of 1826, Mr. Asher Anderson arrived with a stock of goods from Maryland and opened the first store, and in the fall of the same year a court house was built of hewed logs, on the corner of Maine and Fifth streets, and in this building the first school was organized and kept.

In 1828 Charles Holmes and Robert Tillson arrived and established themselves as merchants, and in the succeeding year, 1829, they erected for their accommodation the first frame building in Quincy. This is still standing on the northwest corner of Maine and Fourth streets, and is known as the "old post office corner."

During this and the succeeding year several other stores were opened by different individuals, and the first Steam Flour Mill was erected by Mr. J. T. Holmes, and put an end, for a time, to the importation of flour.

In the year 1832 the Black Hawk War broke out, but its chief effect upon Quincy was an increase of the number in military titles, as "Colonel," "Major," &c., which it bestowed upon the citizens with a liberal hand.

In 1833 the first regular church was organized, numbering fifteen members.

In June, 1834, the town was incorporated, and Messrs. A. Williams, Jos. T. Holmes, S. W. Rogers, Levi Wells and Micheal Mast were elected trustees. From this period may be dated the rapid advancement of Quincy in population and wealth. In the year 1835 she contained about seven hundred inhabitants, with the following establishments, professional men, &c. :

10 Stores,

1 Pork Merchant,

1 Bonnet Store,

3 Cabinet Shops,

3 Cooper Shops,	2 Bakeries,
5 Carpenter Shops,	1 Coach Maker,
2 Wagon Makers,	4 Saddlers,
3 Brick Makers,	3 Plasterers,
4 Tailors,	2 Boot & Shoe Makers,
2 Butchers,	3 Blacksmiths,
1 Silver Smith,	1 Wheelright,
1 Chair Maker,	6 Lawyers,
6 Physicians,	1 Printing Office,
1 U. S. Land Office,	1 Land Agency,
2 Saw Mills,	1 Steam Flour Mill,
1 Wool Carding Machine,	3 Taverns,
2 Drug Stores,	1 Gun Smith.

Up to this year a large portion of the Bacon and Flour for home consumption had been imported, but from that date until the present, large and annually increasing amounts have been exported. The value of these exportations from July, 1834, to July, 1835, amounted to \$40,000.

In 1837 the population had increased to 1,653, and produce was shipped as follows: Pork, \$85,000, Flour, \$19,500 Wheat, \$8,000 worth.

During this and the following year improvement went on with great rapidity. The Quincy House, which even now, surrounded as it is with the imposing structures of a later date, will attract attention, was erected by John Tillson, Sr. The Court House was built the same year upon the east side of the Public Square, and the "Quincy Library Association," which has since become so important a feature in the literary character of Quincy, was organized. The first Board of Directors consisted of E. J. Phillips, President; J. N. Ralston, Vice President; Lorenzo Bull, Secretary; C. M. Woods, Treasurer; J. Lyman, W. H. Taylor, Andrew Johnson, J. R. Randolph and N. Summers.

Our space will not admit of a detailed enumeration of the advancement from year to year. Passing over the interval

between 1838 and 1841, we find that the population in the latter year amounted to 2,686, and that the sales of Merchandize of all sorts footed up \$329,800. Shipments of produce were as follows: Wheat, 275,000 bushels, Corn, 95,000 bushels, Oats, 50,000 bushels; and during the same year 12,000 Hogs were packed. The number of Steamboat arrivals was about 1,000.

In 1849 the population had increased to 5,500, and there were in the city

26 Retail Variety Stores,	5 Dry Good Stores,
2 Hardware Stores,	10 Ware Houses,
2 Book Stores,	4 Steam Flour Mills,
3 Drug Stores,	2 Steam Saw Mills,
2 Foundries,	7 Pork Houses,
3 Machine Shops,	4 Lumber Yards,
3 Printing Offices,	3 Tan Yards,
2 Hotels,	5 Brick Yards,
9 Physicians,	15 Lawyers,
13 Churches,	2 Public Schools,
5 Private Schools.	

The increase in the amount of produce shipped was very great, but the absence of correct returns prevents an accurate statement. It may be set down, however, about as follows: Wheat, 550,000 bushels, Corn, 150,000 bushels, Oats, 100,000 bushels. There were also about 5,500,000 pounds of pork packed.

The annual increase in population from 1849 to 1857 has averaged about 1,600. This has been a steady and healthy advancement, keeping even pace with that of the surrounding country. There has been none of the *forced mushroom* growth witnessed elsewhere, and consequently there is no danger of the violent reaction and retrogression which may justly be apprehended in the case of some cities of more rapid increase.

Up to the present time there have existed very great difficulties in combining a correct account of the amount of business transacted here, on account of the inattention displayed by business men in the preservation of correct returns. The establish-

ment of a Board of Trade during the present year will hereafter very much facilitate the process, and greatly lessen the labor attending it.

In the matter of incidents and reminiscences connected with the early settlement and progress of this city, very much has been omitted which would prove interesting to citizens and strangers. It is a field from which an abler pen might collect a volume that would be in the highest degree entertaining, and with the hope that this will soon be done, we turn from the past to glance at some of the advantages which Quincy possesses as a manufacturing and commercial point.

MANUFACTURING AND COMMERCIAL ADVANTAGES.

IN considering the advantages of any city as a manufacturing point, two things require to be especially regarded: the degree of cheapness with which articles may be produced, and the facilities with which they may be distributed throughout the country. To a commercial place, the chief essential is free and cheap communication with other communities. These facts are universally admitted and amount almost to truisms, and explain why it is that in the west, which is bountifully blessed by nature with navigable Rivers and noble Lakes, and covered with a network of Railroads and Canals, we find so many rival cities of an almost exclusively commercial character, while so few are engaged in manufactures, facilities for which, are dispensed with a more sparing hand. There are other circumstances which affect materially these interests, but those mentioned are the most important, and it is with these considerations in view, that we think it may safely be said that it rests with the citizens of Quincy to make her, in a very few years, a city of 100,000 inhabitants; the manufacturing and commercial centre of as highly favored a scope of country as the sun shines upon.

Quincy is situated upon the Mississippi river, 160 miles above St. Louis, and 110 miles west of Springfield, the seat of Government of Illinois;—the county seat of Adams County, the second county in the State in population and wealth. She is the market for a country which is unsurpassed for fertility and productiveness. On the north and east within a distance easily accessible by Railroad, lie vast beds of superior Coal, which are, as yet, almost undisturbed. In the neighboring counties of Hancock and McDonough, some few veins have been opened, and a Company

has been organized which import it to some extent into the city, but considering the demand which even now, upon its first introduction exists, and with the high price which results from imperfect apparatus and arrangements for mining, it may be said that as yet, comparatively nothing has been done toward converting to use this important element of wealth and prosperity. The value of Coal as fuel or as a generator of steam is too well known to require remark. Its superior excellence and cheapness recommend it to universal use, and when these mines are opened and worked to the extent of their capacity, the advantage which Quincy will enjoy over her neighbors will be immense. Coal is not an article that admits of distant transportation for general consumption, and while *they* are forced to use wood as fuel at a large and yearly increasing price, *she* may enjoy an ample supply of Coal at a cheap and constantly decreasing rate. This single circumstance, other things being equal, gives her great superiority as a manufacturing point.

The Quincy Coal Company have imported during the last six months 300,000 bushels of Coal into the city, of which amount our founderies and factories used 275,000 bushels; and although during the greater part of the time it has commanded an extravagant price, yet, even at this rate, and with heavily timbered lands on every hand, it has been found much cheaper than wood. The price at the present time is seventeen cents per bushel, and with increased capital facilities for mining and transportation, and the competition that will ensue upon the opening to market of the large deposits in Brown and Schuyler Counties, by the completion of the "Quincy and Toledo Railroad," we may reasonably expect that it will soon be afforded at twelve cents per bushel. In addition to the abundance of coal, the cheapness of erecting buildings suitable to extensive operations, the abundance of labor, and the small cost of sustaining a working population, together with other circumstances favorable to economical production, all tend to designate this as the future Store House and Manufacturing Centre of a large extent of

territory. Rafts of pine lumber are constantly arriving from the Upper Mississippi, but the supply heretofore has scarcely been commensurate with the demand. Within the past year, however, great attention has been paid to the production of hard wood lumber in the immediate vicinity of this city. Upon the bluffs adjoining on the north and south, on the islands in the river within a short distance above and below, and immediately opposite on the Missouri shore, lie vast tracts of timber lands which will eventually be made to furnish not only a large proportion of timber required for building purposes, but also of that employed in manufacturing wagons, household furniture, &c., to which it is admirably adapted. Several Steam Saw Mills are now in active operation, and two or three, for a series of years, have done a large and profitable business; but in common with all other producing establishments, they have been found the past year or two, inadequate to supply the growing necessities of the place, and several additional ones have been erected in the dense forests of Missouri, opposite the city, and upon the neighboring islands, the influence of which is already perceptible upon the lumber market of Quincy. The engine and machinery necessary to run a productive mill, may be purchased here, carried and set up within a short distance in the midst of an almost inexhaustible supply of Walnut, Oak, Elm, Maple, Ash, Linn, Hickory, and other of the heavier kinds of timber, for a comparatively small sum, and the cost of getting the lumber to market is slight. From these facts we are justified in concluding that good and cheap lumber may hereafter be had in abundance.

The Bluffs in the neighborhood contain large deposits of the best limestone, admirably suited to building purposes, and extensive quarries supply the city with it in great abundance. Lime and brick are manufactured on an extensive scale, and late patented improvements have greatly facilitated the process, and materially lessened the expense. In short, all kinds of material employed in building, may be purchased in any quantities at the lowest rates.

The beauty and healthfulness of the location, as well as the comparatively low figures at which real estate is held, have attracted to this point a large proportion of mechanics and laboring men, who are to a large and perhaps unequalled extent house-holders, and proprietors of the dwellings which they inhabit. The exemption from exorbitant rents, the cheapness and abundance of fuel, the large amount of breadstuffs manufactured, and the fertility and productiveness of the country in which the city is situated, together conspire to render the cost of living comparatively small. Labor is thus more remunerative, although afforded at a cheaper rate, than at almost any other point in the West.

This is a consideration of the highest importance to a manufacturing community; and without it, establishments on an extended scale, which require the employment of a large number of hands, could not be profitably conducted. The position of Quincy upon the Mississippi River enables her readily to import the raw material which goes to supply her manufactories. In addition to this great natural advantage which affords cheap and reliable means during three fourths of the year, for the distribution abroad of manufactured articles, as well as for the reception of materials, Railroads are projected or built to the North, South, East and West, which, when completed, (as the most important will be in a very short time,) will prove an inestimable advantage to her manufacturing interests. On the West lies a country of unsurpassed fertility, of great extent, and rich in mineral resources, that must become tributary to her, if her citizens continue to push forward her railroad enterprises in this direction with the energy heretofore displayed, and she will thus be put in possession not only of a large and profitable trade, but of a plentiful supply of the products necessary to feed her workshops and factories. Of these roads we propose to speak more in detail in a subsequent portion of this work. They are too important to pass over with a cursory remark, and are of vital interest to Quincy, not only as they relate to her manufacturing

and commercial character, but in connection with every other department of social and industrial advancement. Their consideration will fall naturally under the head of Commercial Advantages, although it may be questioned whether they will more assist her commerce than her manufactures. The facts, which have been briefly stated, are a few of the peculiarities of position which will enable Quincy to manufacture with such cheapness to compete successfully in their own fields with such cities as Pittsburg, Cincinnati, and St. Louis, each of which she is gradually supplanting in places heretofore dependent upon them for their supplies. They are sufficient to establish that her resources as a manufacturing city, are unexcelled, so far as facilities for production are concerned. With regard to means of distribution she is equally fortunate. This will be apparent while we speak of her commercial advantages, for the same circumstances that favor the distribution of her wares, conduce to render her commerce extensive and valuable.

The Levee and Harbor are unsurpassed by those of any other port on the Mississippi river. The Levee is wide and admirably suited to business purposes. The demands made upon it during the last year, however, somewhat taxed its capacity, and it is contemplated by the city authorities, to enlarge, and otherwise improve it, within the present year. With the proposed additions, it will be about one mile in length. It is easily accessible to boats of the largest draught, at the lowest stages of water. Quincy Bay, which extends from the northern end of the Levee, four miles in a northerly direction, being completely landlocked, offers rare inducements of which many steamers yearly avail themselves, as a secure place for winter quarters. The depth of water is sufficient to admit the largest boats with perfect safety, and their security from damage by floating ice, upon the "breaking up" of the river in the spring, is entire.

The arrivals and departures of Steamboats from the port of Quincy, amounted, in 1856, to 2,921. Two daily lines of Packets run to St. Louis, and one to Keokuk—a city in Iowa,

some forty miles above here, at the foot of the lower rapids.

In addition to these regular lines, opportunities for shipping merchandize, by means of transient boats, to the regions of the Upper Mississippi, and to all other points accessible by the river and its tributaries, are constant and reliable. These excellent facilities of transportation, cause an influx of vast quantities of varied products and manufactures of the great Mississippi Valley, which are distributed from this point to the surrounding country.

In the year 1853, Quincy was made a port of entry and attached to the collection district of New Orleans. A yearly increasing number of her merchants import their goods directly from the European manufactures, with but a single reshipment. The freight upon goods to New Orleans, from the various European ports, is much less than from the same ports to Boston, New York, Philadelphia or other eastern cities.

The large number of vessels engaged in the transportation of cotton from New Orleans, are anxious to secure freight; many of them returning in ballast. Quincy merchants are thus enabled to duplicate the bills of St. Louis, with the slight addition of freight from that point to this, an addition which northern and western dealers must pay in any event. They have no hesitancy in saying that they can sell cheaper than the merchants of Chicago, who are compelled to pay heavier freights, not only for the transportation of their goods from Europe, but for their carriage from the Atlantic cities to the interior. It is thus apparent that Quincy is the point to which dealers along the line of her Railroads projected and built, should and will, turn their attention for the purchase of their stocks. These facilities of importation, combined with the various circumstances which have been mentioned, as facilitating manufactures, make her the most eligible place for their supply.

On the Illinois side of the Mississippi River, for a distance of more than one hundred and fifty miles, Quincy is the only point where the bluffs approach the river, and where the landing of

steamers of heavy draught during the lower stages of the water, is at all practicable. From this circumstance, if from no other, she is, and must continue to be, the market for the grain and other products of the western portion of the Military Tract: a district of country, somewhat circumscribed in area, it is true—but unexcelled on the face of the globe for fertility, as it is in beauty, and one of the most populous and wealthy portions in the State of Illinois. This country has heretofore been the chief source from which Quincy has drawn her supply of country produce, and before the completion of any Railroad terminating here, she drew simply by the superiority of her shipping facilities, the trade of the whole of this section, to herself, although much of its produce had to be hauled over heavy roads, a distance of many miles. But since the construction of the Quincy and Chicago Railroad, leading north-east to Chicago, a distance of about two hundred and eighty miles, through some of the finest counties in the State, a great change has taken place in the character of her trade. A new impetus has been given to every branch of her commerce, and the area of country tributary to her, very greatly extended.

To afford some idea of the effect this Road has had upon her produce market, we append a short statement of the amount of produce shipped to this point from a few of the towns which before its completion, *were not in existence*.

Camp Point, twenty miles distant, the point of junction of the Quincy and Toledo and the Quincy and Chicago Railroads, was in 1855, a vacant prairie—now it is a flourishing town, and an extensive distributing point of Quincy goods and manufactures. There were shipped from this place to Quincy, during the last five months of 1856, the following amounts of produce:

Wheat,	111,000 bushels,	Corn,	64,000 bushels,
Oats,	50,000 “	Hogs,	4,073
Green Apples	300 barrels,	Hay,	604 bales,
Hoop Poles,	200 cords,		

With other unenumerated articles.

During the same time, Paloma, thirteen miles from the city, also a new place, shipped

Wheat, 26,112 bushels,

Corn, 36,873 bushels,

Oats, 14,119 "

Hops, 148 bales.

And Tennessee, fifty miles distant,

Wheat, 40,000 bushels,

Corn, 36,873 bushels,

Oats, 9,000 bushels.

Many other places on the line of this road, have shipped in equal if not greater proportion, the statistics of which have not been obtained. These given, are accurately collected from reliable sources. Property along the line of this Railroad, has trebled and quadrupled in value, and to say that the rise in real estate, has been greatly more than sufficient to pay for its construction, would convey but a faint impression of the facts.

These statements are made to afford some data from which we may conceive of the prosperity and extent of the commerce of Quincy, when the several roads now projected, and under process of construction, are completed. Of these, the first in order, will be the Quincy and Toledo Railroad, which extends from Camp Point to the Illinois River, a distance of but thirty-two miles, over a highly practicable route. At Meredosia it will connect with the Great Western Railroad, thus affording a new and direct communication with the East. It would be idle to speak of the additional importance that will accrue to the commerce of Quincy, upon its completion. The citizens of Quincy and of Brown County, through which it passes, are alive to its paramount importance, and have shown by *solid testimony*, the interest which they take in its construction.

The City of Quincy, on the fourth day of April, last, voted a subscription of \$200,000 to its capital stock, and Brown County has voted \$100,000. Eastern Capitalists have taken the matter in hand, the grading is far advanced, ties are being laid, the iron has been purchased, and the time when we may expect to hear the whistle of the first train from Toledo, is not far distant. To Gen. J. W. Singleton, the energetic President of this

Company, may be ascribed the rapid advancement of the work ; and Quincy owes to him a deep debt of gratitude, for the faithfulness and ability displayed in the extrication of the Company from the difficulties which at one time threatened to indefinitely delay the construction of the Road.

Upon the completion of the Quincy and Toledo Railroad, the construction of the Quincy and Palmyra Railroad, will be a matter not only of *expediency*, but of *necessity*, and although the illiberal and universe legislation of Missouri, influenced by the interested representations of *would be* rival cities, have seemed to overshadow its prospects, it would be utter absurdity to imagine that it will not be built. The Hannibal and St. Joseph Railroad, extending from Hannibal to St. Joseph, Missouri, a distance of two hundred miles through the central portion of the State of Missouri, is now partially in operation, and will be completed, without doubt, within a year. It passes through Palmyra, a flourishing city, distant but fourteen miles from Quincy, and can any one imagine for an instant, that this slight hiatus will be allowed to exist between the extremities of two Railroads, which, conjoined, will stretch from the eastern boundary of Maine, to the western border of Missouri? The people of the two cities most interested, Quincy and Palmyra, have shown that they regard this matter in its true light, by the subscription on the part of Quincy, of \$100,000, and by Palmyra, of \$50,000, toward supplying this missing link in this great chain. Hon. Samuel Holmes, of this city, the President of the Company, has concluded negotiations with Eastern Capitalists, for the additional funds, amply sufficient to insure its speedy completion. It is no stretch of imagination to say that the business of Quincy will be doubled within one year after the construction of this Road. It is intended, eventually, to extend the Hannibal and St. Joseph Railroad to the Pacific coast, this route being the most direct and practicable yet surveyed. Of the successful prosecution of this work, the most sanguine hopes are entertained. When consummated, what language can

exaggerate the commercial future of Quincy. Situated upon the Mississippi, the longest navigable river in the world, and a central point upon the most extended line of Railroad on the globe, no words could be extravagant in speaking of her commercial importance. The River, from the frozen regions of the north, and from the orange groves of south, will bring its tributes of merchandize, and the railway gathering the products of the rising and of the setting sun, will lay them as trophies at her feet.

Already, with the great disadvantages of transporration under which she labors, Quincy, in many branches of manufactures, is enabled to compete successfully with Cincinnati and St. Louis, in the regions watered by the Missouri river. Large shipments of Household Furniture, Wagons, Plows, Agricultural Implements of all kinds, and other articles, are yearly made to Western Missouri, Kansas and Nebraska. If this be now the case, what may we not expect when we have this direct and cheap channel of transportation. The tide of emigration from the East to the Western States and Territories, long oppressed by the absence of traveling facilities, will flow through our city, bringing an influx of population and wealth, in comparison with which, our past advancement is nothing.

Another Railroad is in contemplation to extend from Quincy to Lagrange, Lewis County, Missouri, thence west through Knox, Adaire, and Sullivan Counties, to Trenton, the County Seat of Grundy County, one hundred miles from Quincy, thence through Davies, Harrison, Gentry, and Nodaway Counties to Linden, the County Seat of Atchison County, thence west to Omaha City, the capital of Nebraska. These are among the finest counties in the State of Missouri. The people of Missouri are awake to its importance, and mass meetings have been held by the inhabitants of the counties along its proposed route, in which such spirit was manifested, as makes it evident that it will inevitably be built, This will, in all probability, be the first railroad connecting the Eastern Cities with the rising State of Nebraska.

The County Court of Lewis County has ordered the appropriation of a sufficient sum for the preliminary survey of the route, and other steps have been taken preparatory to commencing the work. That this road will prove of great benefit, not only to Quincy, but to the portion of Missouri which it traverses, no one in possession of the facts, can doubt. This extensive and fertile scope of country is peculiarly in need of an outlet for its produce, and the construction of the Quincy, Lagrange and Trenton Railroad will open to it a first class market, easily accessible at all seasons of the year. The simple expectation of its construction, has given a fresh impulse to the country; its population is rapidly increasing, property is rising rapidly in value, and every department of productive labor is receiving large additions. To Quincy, on the other hand, it will open a fine field for the distribution of her manufactured articles, and for the reception of materials.

A fifth road has been agitated, leading from Quincy southeast into Green County, Illinois; but, as yet, no definite steps have been taken toward its construction.

A sixth, and apparently feasible road, has been proposed, leading southward—to be called the Mississippi River Bottom Railroad. During the past winter, a Company was organized for the purpose of reclaiming the swamp lands lying along the Mississippi River in the counties of Adams, Pike, and Calhoun.

This Company, under their organic act, are “to construct a levee from a point near the town of Millville, in the county of Adams, along and down the bank of the Mississippi river into Calhoun County; said levee to be constructed as near the bank of the said river as may be practicable, and which levee shall be sufficient in height, strength and durability to effectually protect all lands between said levee and the bluffs on the eastern side thereof, from inundation or overflow by reason of high water from the Mississippi River, its sloughs or tributaries, similar to the great flood of 1851.” Now, it is urged with apparent

force of reasoning, that the building of this levee in the manner specified, is virtually establishing a grade suitable for a Railroad and that by simply laying the ties and rails upon it, a firm and permanent track will be secured. The counties of Pike and Calhoun having no accessible port on the Mississippi river, and the Illinois being almost impassible during the greater portion of the year, the advantage to *them* of this connection with Quincy, is apparent, while the productions of these fertile counties will find their natural outlet at this point.

There can be no doubt, that most, if not all of these roads will be speedily constructed; and judging from the impetus given to every branch of business by the completion of the line already in operation, we may confidently expect an advancement in the commercial and manufacturing prosperity of Quincy, seldom, if ever paralleled even in the history of the rapidly growing cities of the West.

MANUFACTURING AND MERCANTILE INTERESTS.

IN presenting the following statistics, our object is to give an accurate and detailed statement as possible, of the amount and nature of the business of Quincy, in its various branches, and thus to enable the reader to test the correctness of the views which we have already expressed, by reference to actual figures. It is a task of no inconsiderable difficulty to obtain complete returns from the great number and variety of manufacturing and mercantile establishments which are here in operation. After carrying our researches as far as any reasonable amount of time and assiduity could enable us, we are compelled to admit that the following returns are in some degree incomplete, and that taken as a whole, they form an under-estimate of the actual business of the city. Several of our most important manufactures have gone into operation so recently that we have been unable to obtain from them, returns which might furnish sufficient data for estimating the annual value of their products.

For obvious reasons we have not thought proper to publish the amount of capital invested and business done by individual firms, but the aggregates which are given at the end of each table, are made up from actual and reliable statements obtained from some responsible member of each establishment. To a considerable extent we have combined large and small firms in the same table, and no inference can thus be drawn from the aggregate, as to the business of individual houses.

The returns which have formed the material for these tables, were made up for the year ending June 1st, 1857. In some respects they fail to show the general extent of the business of

the city, partly because many new firms have commenced business within that period, and partly because Quincy, in common with other western cities, though in a less degree than most, has suffered from the prevailing pressure in the money market, and the comparative scarcity of the agricultural products which support her trade with the East and South. Notwithstanding these disadvantages, we may safely challenge any city of similar population in the West to present an equally fair business statement which shall indicate a greater degree of prosperity than ours. It may also be remarked that some of our enterprising firms have established branch houses at Camp Point, Keokuk, Lagrange, and other neighboring towns, which are to a considerable extent, dependent upon Quincy for their supply of imported and manufactured articles. We have no returns from these branch houses, although their operations virtually form a part of the business of our city.

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MANUFACTURES.

Steam Flour Mills.

THE Manufacture of Flour is an important item in the business of Quincy. The quality of the article manufactured here is unsurpassed by that of any mills East or West. To the Flour of one of our mills, the first premium was awarded at the great National Exhibition in the City of New York, in the fall of 1856. This Manufacture was established early, and is now conducted upon an extensive scale, and with a large outlay of Capital and labor.

There are in this city six Flour Mills:

NAME.	BUILDERS AND PRESENT OWNERS.	WHEN BUILT.
Castle,	Bagby, Burns & Wood,	1855.
City,	S. & W. B. Thayer,	1846.
Centre,	R. P. Coats,	1857.
Eagle,	Wheeler, Osborn & Co.,	1847.

Star,	Brown & Penfield,	1855.
Alto,	W. Homan,	1850.

These mills employ fifty-one hands, consume annually 660,000 bushels of wheat, and manufacture 132,000 barrels of flour, selling at an average price of \$7,00, making a total value of \$924,000. The capital invested is \$280,000.

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Corn Meal and Feed Mills.

There are two of these, owned by H. A. Chase and Micheal McVay. They consume 135,000 bushels of corn, annually. The manufacture of these mills is of a superior quality, and the business is profitable and increasing.

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Steam Saw Mills.

The large importations of sawed lumber from the Upper Mississippi, have thus far prevented the establishment of Saw Mills in this city on a scale corresponding with her other manufactures. The demand for building material of every description, is immense; and the manufacture of lumber is destined to become a highly important and profitable branch of business. There are two Steam Saw Mills, in this city, viz:

STYLE OF FIRM.	WHEN BUILT.	BY WHOM.
J. K. Vandoorn & Co.,	1851,	J. K. Vandoorn & Co.
James Arthur & Co.,	1855,	J. Arthur.

These firms employ fifty-five hands, paying \$22,000 wages annually. The annual production is as follows:

9,500,000 ft lumber at \$25,00 per m.,.....	\$237,500.
4,000,000 lath at \$4,00 per m.,.....	16,000.
3,000,000 shingles at \$4,00 per m.,.....	12,000.

Total,..... \$265,500

Capital invested,.....\$110,000.

There are two other Saw Mills within the immediate vicinity, though not within the limits of the city, engaged in the manufacture of hard wood lumber. The products of these mills

are entirely consumed by the furniture and other manufactories of the city.

They are owned by Mr. E. B. Kimball, and Mr. Andrew Wood, of Quincy. These mills produce about 3,000,000 feet annually,—worth \$60,000.

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Machine Shops.

The manufacture of Steam Engines and other machinery, is extensively carried on in this city. The numerous flour mills and saw mills which have been erected in the vicinity, during the past two years, have been supplied with machinery almost exclusively from the Machine Shops of Quincy. Their products are extensively sold throughout Illinois, Missouri and Iowa. The quality of these manufactures compares favorably with that of the eastern cities, and they are quite as cheaply produced.

There are four of these establishments in the city :

FIRM.	WHEN ESTABLISHED.	BY WHOM.
Brown, Dimock & Co.,	1856,	Brown, Dimock & Co.
M. T. Greenleaf,	1851,	Heberling & Greenleaf,
Worrell & Caldwell,	1851,	Worrell & Caldwell,
Gardner & Mitchel,	1852,	A. Campbell.

These firms employ seventy-two hands, whose yearly wages are \$47,000. The value of their manufactures is \$195,000. Capital invested, \$87,000.

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Stove Foundry.

There is one establishment devoted to this branch of manufactures in this city. It was built by A. Comstock & Co., in 1849. It is one of the largest establishments of its kind on the Mississippi River, and the Stoves which it produces are extensively used throughout Illinois and the adjoining States. The Designs patented by this firm are rapidly taking the place of those of more distant manufacture. They employ sixty hands, whose wages amounted during the past year to \$30,232. They consumed 987 tons Iron, and 20,000 bushels of Coal and Coke,

and manufactured 9,466 Stoves. Their sales amounted to \$99,128.

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Foundries.

The Foundries of Quincy, do an extensive and profitable business—and the demand for their products is rapidly increasing. The iron fronts of the recently erected business houses on the public square, afford many creditable specimens of the skill and taste displayed by the proprietors of our Foundries. A large proportion of their castings are consumed by the various machine shops of our city—the remainder find ready sales in Illinois and Missouri. The following are the principal firms engaged in this business :

FIRM.	WHEN EST'D.	BY WHOM.
Brown, Dimmock & Co.,	1845	R. Sartle.
M. T. Greenleaf,	1856	M. T. Greenleaf.
Worrell & Caldwell,	1851	Worrell & Caldwell.
Gardner & Mitchell,	1852	A. Campbell & Co.

These establishments employ fifty-three hands, whose wages are \$30,000 a year. They consume 35,000 bushels Coal and Coke, and 1,300 tons of Iron per annum. The value of their annual manufactures is \$127,000. Capital invested \$91,000.

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Stoves and Tin-Ware.

A large and profitable wholesale and retail business is carried on in Stoves and Tin-ware. Tin-ware is extensively manufactured, and the business of selling and manufacturing is combined by several of the leading firms. The names of the principal dealers are given below :

Comstock & Co.,	Scheipering & Co.,
Howland & Jones,	H. C. Desbach,
Henry Randall,	John Schlag,
Ridder & Co.,	C. Jaiger & Son.

These firms employ 67 hands, whose wages are \$23,000. The value of their annual manufactures is \$185,000.

Copper and Sheet Iron Works.

There are two establishments of this kind in Quincy, carried on by J. Williams and Henry Randall: employing seven hands, and turning out about \$25,000 worth of work annually.

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Furniture.

This branch of manufactures is extensively conducted in this city. The names of the four principal firms are given below:

FIRM.	WHEN EST'D.	BY WHOM.
Jansen & Smith,	1838	F. W. Jansen.
A. Schmidt & Son,	1833	A. Schmidt.
W. S. M. Anderson,	1855	J. R. Warren & Co.
F. Jasper,	1845	F. Jasper.

These firms employ one hundred and seventy-five hands, whose wages amount to \$65,800 annually. The value of their manufactures is \$207,000.

The machinery used in these establishments is of the most improved construction. The material is of the best quality, and the furniture manufactured finds a ready and profitable sale in this State, Missouri, Iowa and Minnesota. A large capital is invested, which yields a handsome return to the enterprising firms engaged in this business. Besides the above, there are seven smaller Factories, whose sales amount to \$65,000.

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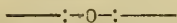
Wagons.

There are nine large establishments in this city engaged in the manufacture of Wagons. The names of the proprietors are:

Timothy Rogers,	H. Otten,
John Cleveland,	G. Bennetig,
B. F. Slack,	Henry Kniephieder,
J. G. Galbreath,	T. Neal.
F. Roth,	

These shops furnish employment to eighty-three hands, and

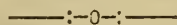
pay \$41,750 wages. They make annually one thousand four hundred and thirty-five Wagons, worth \$107,625. Besides this, they do a large repairing business, the amount of which is not obtained. Timothy Rogers has a Plow Factory connected with this business, and makes annually eleven hundred Plows, worth \$8,800. These manufactories are supplied with lumber of the first quality, by mills in the vicinity. The work turned out by these establishments is celebrated for its superiority throughout the West, and everywhere commands the highest price. Wagons are shipped from this point to Missouri, Iowa, Kansas and Nebraska. There are, in addition to the firms given above, eight shops which make each a few Wagons yearly, but whose principal business is repairing. They employ twenty-one hands, whose wages are \$9,560; and the value of their work is \$19,500.



Carriage Factories.

Messrs. Hayes, Woodruff & Co., and Weaver & Miller, are engaged extensively in this branch of manufactures. They employ sixty-nine hands, and pay \$29,000 wages yearly. They manufacture three hundred and fifty vehicles annually, worth \$83,000.

In these establishments are constructed Coaches, Omnibuses, Rockaways, Buggies, Pheavons and Sulkies, of a quality and finish unsurpassed in any manufactory of the kind, East or West. The buildings occupied by these firms are of ample dimensions, and are well supplied with machinery of the most recent and improved construction.



Agricultural Implements.

A manufactory of Agricultural Implements was established in 1855 by Messrs. Battell, Woodruff & Boyd. This firm employs twenty hands, whose wages amount to \$8,000.

They manufacture 1,000 plows, worth.....	\$8,000
“ “ 150 seed drills, worth.....	12,000
“ “ 150 corn planters, worth	5,250

\$2,5250

Premiums have been awarded to this firm for the best plows, at several State and County exhibitions, and all the articles made by them are justly celebrated for their superiority, throughout this, and neighboring States.

Their facilities for manufacturing have heretefore been inadequate to meet the demand, and extensive additions to their establishment are meditated.



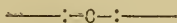
Cooperage.

Below is given a list of the proprietors of the principal establishments engaged in this branch of business :

E. McFarland,	Philip Thomas,
W. F. Lee,	F. G. Walthaus,
J. W. Cook,	G. Scobbing,
P. Sohn,	H. Bertrand,
Louis Lamber,	Herman Wilbert,
T. Bringhall,	M. Coldenbaugh.
Valdin Ertel,	

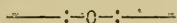
These firms give employment to one hundred and forty-five hands, whose wages yearly amount to \$51,000. They manufacture annually 98,000 flour barrels, 28,000 pork barrels, 35,000 whisky and alcohol barrels, and a great number of hogsheads, half-hogsheads and tierces. Several of these firms employ steam power, and use machinery of the most improved and efficient character. In addition to the firms above enumerated, there are several others who prosecute this business upon a smaller scale. Although this branch of manufactures is extensively carried on in the city, it is inadequate to supply the

demand, and many barrels are annually imported from the surrounding country to supply the wants of our millers, pork-packers and distillers.



Pumps.

Messrs. Mellen, Sprague & Co. are extensively engaged in the manufacture of Endless Chain Pumps, producing an ample supply for home consumption, and for sale in the surrounding country. Mr. E. Weaver deals largely in the manufacture and sale of Suction Well and Cistern Pumps.



Bricks.

In a rapidly growing city the production of materials for building is an object of the first importance. Quincy has been peculiarly fortunate in possessing a constant supply of cheap and desirable brick, which has kept pace with the immense demand which has existed during the past few years. The manufacturers of this article in this city deserve much credit for the excellent quality of the material of which our business houses and public buildings are constructed. The clay, which is found abundantly in this vicinity, is said by experienced manufacturers to be unrivalled for the purposes of brick-making; and the cheapness of fuel renders the production of this article much less expensive than elsewhere. They are generally afforded at the rate of \$5,00 per M. While selling thus cheaply, and paying liberal wages, the manufacturers find this branch of business highly remunerative. Subjoined is a list of the principal firms:

Fletcher, Pine & Co.,	Sander & Bernsen,
Delemater & Gerry,	William Weber,
H. Sundermann,	Krump & Frazier,
Henry Fasthoff,	G. Koch.

One of the firms engaged in this manufacture have introduced

a recently invented system of steam machinery, by which the rapidity of production, and the quality of the brick are very greatly improved. Pressed brick are made in large quantities, and form an excellent and highly ornamental material for the fronts of business houses, dwellings, &c. The Brick-makers of Quincy are not surpassed by any class of our manufacturers in the energy and skill with which their business is prosecuted, and the peculiarly neat and tasteful appearance of the business portion of the city is, in a great measure, attributable to the excellent quality of their products.

The season of brick-making for 1857 not being ended, the statistics of last year are given, with an estimate of this year's work.

The number of workmen employed during the summer of 1856, was 119, whose wages amounted to \$26,304, and the amount made was 25,500,000 brick. The quantity this season will exceed that of the last, about twenty-five per cent. so that we may set down the number as 31,875,000 which at \$5,00 per m, amount to the value of \$159,375.

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Lime.

There are three firms engaged in the manufacture of lime, viz :

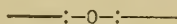
Swift & Young,
A. Carroll,

Zimmermann & Zepp.

They employ fifteen hands, producing 140,000 bushels of Lime, worth at present rates \$42,000. One of these firms has in operation "Page's Perpetual Draw Lime Kiln," the capacity of which is three hundred bushels per day. The lime-stone which is found in the vicinity is of the first quality, and the article produced is unexcelled. The price which it commands at this point is unusually high, owing to the extensive demand for building purposes.

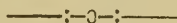
Marble Works.

There are two establishments of this kind in the city, conducted by A. G. Anderson and John Hutton. They employ fourteen hands, and the annual value of their manufactures is \$27,000. They cut all kinds of Monuments, Furniture, Marble, &c.



Wooden Works.

Messrs. Potter & Hawke are engaged in this branch of manufactures. A great deal of ingenuity has been manifested in the construction and arrangement of the machinery used by this firm. Their steam engine is a beautiful specimen of mechanical skill. They manufactured during the last year eight hundred dozen Half-bushel Measures, and are now producing weekly twenty-five dozen Split-bottom Chairs, with a large quantity of Wash-boards, Broom-handles, &c. They employ ten hands, and the annual value of their manufactures is \$15,000.

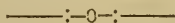


Boilers.

There are two firms engaged in the manufacture of Boilers, viz:

FIRM.	WHEN ESTABLISHED.
Scharden & Knapp,	1856.
H. Stagmiller,	1857.

They employ sixteen hands, whose wages are \$7,250. The value of their annual manufactures is \$47,000. The work produced is of the first quality, and large additions to these establishments are contemplated.



Planing Mills.

The following is a list of the principal firms engaged in this branch of business in Quincy :

H. Allen & Co.,
Gould & Allen,
Houghton & Wooters,

Mellen, Sprague & Co.,
Thomas Benneson,
C. H. Howland & Co.

These firms produce annually about 5,000,000 feet of Dressed Lumber. They employ sixty-three hands, and pay \$30,700 wages yearly, in this business, and in the manufacture of Sash, Blinds, Doors and Frames, which is also extensively carried on by most of those above enumerated. The amount of the annual manufactures of these establishments, apart from the value of the raw material, is \$126,000.

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Grain Distilleries.

There are four Grain Distilleries now in operation in the city:

FIRM.	WHEN EST'D.	BY WHOM.
S. & W. B. Thayer,	1849	S. & W. B. Thayer.
John Schell, Jr., & Co.,	1856	John Schell, Jr., & Co.
Thomas Jasper,	1845	W. L. King.
James King,	1855	J. King.

These firms employ ninety-two hands, whose wages amount yearly to \$34,240.

They consume—Small Grain,.....124,200 bushels.

Corn,.....481,800 bushels.

They manufacture annually 45,500 barrels of High Wines, worth \$637,000. They feed 9,300 Hogs, and 3,000 head of Cattle. The capital invested in this business is \$355,000.

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Alcohol Distilleries.

There are two Distilleries of this article in operation :

FIRM.	WHEN EST'D.	BY WHOM.
S. & W. B. Thayer,	1855.	S. & W. B. Thayer.
John Schell, Jr., & Co.,	1856.	J. Schell, Jr., & Co.

These establishments employ six men, and manufacture

annually five thousand barrels of Alcohol, of the value of \$105,000. The capital invested in these Distilleries is \$43,000. The greater portion of the products of these establishments is shipped to Southern and Eastern markets, where its superior quality always commands the highest price.

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Breweries.

Quincy is celebrated for the quality of the Beer manufactured at her Breweries. There are five of these within the city limits. The following are the names of the proprietors:

F. Kampman,

A. Delabar,

G. Theiss,

M. Schultheise.

C. Rouff,

These Breweries consume 16,000 bushels Barley, and 15,000 pounds Hops, and manufacture 17,500 kegs of Beer, of the value of \$35,000. There are several other of these in operation near Quincy, but outside the city limits.

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Soda Water.

There are three manufactories of this article in the city, viz:

Lampe & Boschulter,

Wm. Keiser.

Grone & Dierholt,

They employ eighteen hands, and manufacture annually 100,000 dozen bottles, worth \$35,000. Much of this is shipped to neighboring towns.

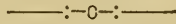
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Vinegar Manufactory.

There is one of these establishments in operation, carried on by Joseph Wolf. He makes 650 barrels Vinegar, worth \$3,575.

Rope Walk.

There is one Rope-walk in operation in Quincy, owned by H. C. Prentiss & Co. They employ 10 hands, whose wages are \$4,600 yearly. They manufacture Rope, Cord, Twine, Packing Yarn, &c., to the value of \$26,000 annually. The enterprising proprietors of this establishment meditate an enlargement of their business during the ensuing year, as the superior quality of the article which they produce has created a demand which, with their present facilities, they are unable to supply.



Printing.

There are published daily and weekly the following papers:

Quincy Herald, Wm. M. Avise & Co., Publishers.

Quincy Whig, John T. Morton, Publisher.

Quincy Republican, H. V. Sullivan & Co., Publishers.

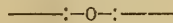
There are, besides these, two German weekly papers, viz:

The Quincy Tribune, E. C. Winters, Publisher.

The Quincy Courier, George Lintz, Publisher.

These papers are well supported, and have an extensive circulation. The Book and Job Printing business is carried on at these offices upon a large scale, and their work is executed in a neat and elegant style.

There is one establishment owned by Messrs. Geiger & Co., devoted exclusively to Book and Job Printing.



Soap and Candles.

There are two firms engaged in the manufacture of Soap and Candles:

FIRM.	WHEN EST'D.	BY WHOM.
Bishop & Bywater,	1850	G. Bywater.
H. Rupp,	1852	H. Rupp.

Book Binderies.

There are three of these in the city, viz:

FIRM.	WHEN EST'D.	BY WHOM.
Walter Reynolds,	1840,	Karnes & Woods.
Gardner and White,	1856,	Gardner & White.
F. G. Fisher,	1857,	F. G. Fisher.

These firms employ eight hands. The value of their annual work is \$8,500. They are in possession of the latest improvements for Ruling, Ornamental Work, &c., and the style of their work is excellent.

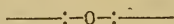


Saddle and Harness Makers.

There are five firms engaged in the manufacture of these articles, viz:

FIRM.	WHEN EST'D.	BY WHOM.
Bernard & Lockwood,	1847,	Bernard & Lockwood.
B. Koch & Son,	1840,	B. Koch.
Kull & Duker,	1855,	Kull & Duker.
M. Ohnemus,	1851,	M. Ohnemus.
J. M. Bradford,	1855,	Bradford & Cofflin.

These firms employ forty-one hands, whose wages amount to \$14,700. The value of their manufactures is \$84,000. The quality of the work turned out by these firms is not excelled in durability, or style of finish, by that of any manufactured East or West. Their products meet with a ready and extensive sale, and their business is rapidly increasing. Some of the buildings appropriated to this branch of business have been recently enlarged, and their facilities for manufacturing greatly increased.



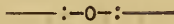
Confectionery.

The following is a list of the manufacturers of this article in the city:

FIRM.	WHEN EST'D.	BY WHOM.
A. C. Lomileno,	1849,	A. C. Lomileno.
Wm. Brown,	1849,	W. Brown.
J. Fisher,	1850,	J. Fisher.
J. C. Palmer,	1842,	O. Kendall.
Wm. Harris,	1853,	Wm. Harris.
J. Q. A. Connor,	1855,	Bowers & Munroe.
B. O. Mikesell,	1856,	B. O. Mikesell.

The number of hands employed by these firms is thirty. Amount of manufactures, \$98,000. Several of these carry on, in connection with this business, the manufacture of Crackers.

There are several other smaller establishments, whose sales amount to about \$30,000.



Gas Works.

In the fall of 1854 Gas Works were erected in this city, and have since been in successful operation. We have been subjected to but little of the annoyance usually attending the introduction of Gas, arising from a bad article, or an inadequate supply; generally the supply has been abundant, and the quality superior. It has been introduced into our public buildings, churches, stores, and many private residences. It was first lighted in December, 1854. At that time there were sixty-five Street Lamps, one hundred and fifty Meters, and three and a half miles of Street Main laid. There are now laid seven miles of Street Main; the number of Street Lamps is two hundred and forty, and there are two hundred and eighty Meters.— During the year ending June 1st, 1857, there were consumed in the manufacture of Gas—

Pittsburgh Coal.....	15,107 bushels.
Illinois Coal.....	5,014 bushels.

Total.....20,121 bushels.

The amount of Gas produced was 4,982,773 feet, which, at thirty-five cents per hundred, amounts to \$17,439 70.

These Works are carried on by the "Quincy Gas Company," a chartered association, whose capital stock is \$80,000. The officers of this Company are as follows:

R. S. Benneson, President. Edward Everett, Secretary.

DIRECTORS:

L. Bull,	James M. Pitman,
J. D. Morgan,	N. Flagg,
J. W. Singleton,	Thomas Pratt.
Alfred Carr,	
W. H. Corley, Superintendent.	



MERCANTILE INTERESTS.

Dry Goods.

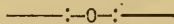
Though many of the Dry Goods houses in the city are extensively engaged in the wholesale trade, yet there is a retail department connected with each of them.

These houses furnish a supply of domestic and imported goods to a large extent of country. Country merchants, to whom this market is accessible, finding that our dealers are able and willing to duplicate the bills of Chicago and St. Louis, prefer to make their purchases here, rather than at more distant points. The well-known responsibility of our leading firms enables them to purchase in the Atlantic cities on the most favorable terms. The following is a list of the principal dealers:

FIRM.	WHEN EST'D.	BY WHOM.
Henry Root,	1840,	Root & Fisher.
Sawyer, Graves & Co.,	1849,	Sawyer & Adams.
Ladd, Wheeler & Co.,	1850,	C. Ladd & Co.

FIRM.	WHEN EST'D.	BY WHOM.
Brown, Dimmock & Co.,	1834,	Brown & Dimmock.
S. M. Culver & Co.,	1857,	S. M. Culver & Co.
W. S. M. Anderson,	1843,	Thomas Pope.
A. Inness,	1856,	A. Inness.
James Fisher,	1846,	J. Fisher.
N. T. Lane,	1852,	N. T. Lane.
Wheeler & Cooper,	1857,	Wheeler & Cooper.
S. J. Lesem,	1854,	S. J. Lesem.

These firms employ thirty-nine assistants, and do an annual business to the amount of \$610,000. In addition to these, there are ten or twelve establishments of an exclusively retail character, whose sales amount to \$125,000. A stranger visiting the city is agreeably impressed with the taste and magnificence displayed in the construction and fitting up of many of our Dry Goods houses.



Hardware.

There are four firms in the city engaged in the Hardware business. Their stocks are extensive, and well selected. They wholesale largely to country merchants, and also do a large retail trade:

FIRM.	WHEN EST'D.	BY WHOM.
Bertschinger & Steinwedell	1852,	Bertschinger & Steinwedell.
L. & C. H. Bull,	1845,	L. & C. H. Bull.
Snow & Wiltberger,	1856,	Snow & Wiltberger.
J. S. Van Buren,	1856,	J. S. Van Buren.

These firms employ thirteen assistants, and sell annually to the amount of \$280,000. They import extensively, although the bulk of their stock is of American manufacture. They are enabled to sell at as low rates as are afforded in any of the Western cities.

Among these firms are enumerated some of the most enter-

prising business men of Quincy, and no efforts are spared by them to keep in store complete assortments, and to meet customers on as favorable terms as are extended elsewhere. They are largely engaged in the sale of agricultural implements, and are agents for the various Reapers, Mowers, &c., which are now coming into extensive use throughout the Western country.

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Iron.

There are three firms engaged in the Iron trade, viz :

FIRM.	WHEN EST'D.	BY WHOM.
Thayer & Co.,	1855,	Thayer & Co.
A. V. Humphrey & Co.,	1855,	A. V. Humphrey & Co.
S. & E. Jonas,	1844,	S. & E. Jonas.

These firms employ eleven hands, and sell annually, \$145,000 worth of Iron and heavy Hardware. Owing to our facilities for transportation, and consequent cheapness of freight, large supplies of this article can be advantageously procured and profitably disposed of, at comparatively low rates. The stocks kept on hand by these establishments, are large and comprise the most excellent varieties of foreign and domestic manufacture.

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Leather.

There are two firms engaged in the sale of leather :

FIRM.	WHEN EST'D.	BY WHOM.
Bernard & Lockwood,	1847,	Bernard & Lockwood.
Charles Selmer,	1857,	C. Selmer.

These firms employ seven hands, and sell annually to the amount of \$35,000. Messrs. Bernard & Lockwood, in connection with their leather trade, sell \$5,000 worth of Saddlery Hardware, and \$15,000 worth of hides.

Forwarding and Commission Houses.

STYLE OF FIRM.	WHEN EST'D.	BY WHOM.
B. M. Prentiss & Co.,	1854,	Coats, Hedges & Co.
S. C. Thompson & Co.,	1856,	S. C. Thompson.
J. Hedges & Co.,	1856,	J. Hedges & Co.
A. C. Lightfoot & Co.,	1855,	A. C. Lightfoot & Co.
J. B. Bennett,	1853,	J. B. Bennett.
J. H. Smith & Co.,	1856,	J. H. Smith & Co.
Thayer & Co.,	1855,	Thayer & Co.

These firms employ thirty-three hands. They received during the six months ending July 1st, 1857 :

Wheat.....	259,574 bushels.
Corn.....	268,321 bushels.
Oats.....	88,456 bushels.
Rye and Barley.....	6,312 bushels.
Ship-stuff.....	31,642 pounds.
Packages.....	16,443

Their shipments during the same period were as follows :

Wheat	118,872 bushels.
Corn	145,942 bushels.
Oats.....	60,292 bushels.
Flour	37,850 barrels.
Packages	14,187

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Wholesale Groceries.

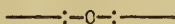
There are three Wholesale Groceries in Quincy. The following are the names of the proprietors :

STYLE OF FIRM.	WHEN EST'D.	BY WHOM.
A. & L. Buddee,	1855,	A. & L. Buddee.
J. T. Baker,	1849,	Allen & Baker.
A. V. Humphrey & Co.,	1855,	A. V. Humphrey & Co.

These firms employ thirteen hands. Annual sales, \$321,000.

These enterprising firms have in a very short time, from

comparatively small beginnings, succeeded in establishing an extensive and profitable business, which is now rapidly increasing.

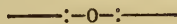


Wholesale and Retail Groceries.

In addition to the exclusively wholesale firms above mentioned, there are several establishments in which the wholesale and retail trade are combined. We enumerate the principal ones:

STYLE OF FIRM.	WHEN EST'D.	BY WHOM.
Weaver & Berry,	1856,	E. Weaver.
Church & Fell,	1845,	C. B. Church.
M. W. Smith & Son,	1851,	M. W. Smith & Son.
J. B. Merssman,	1846,	J. B. Merssman.
F. Werner,	1853,	F. Werner.
A. Goodpasture,	1854,	A. Goodpasture.
Palmer & Son,	1857,	Palmer & Son.
Edward Weisenberg,	1846,	McLean & Wiesenberg.
L. L. Ward,	1845,	Ward & Goodpasture.

These establishments employ twenty-three hands, and sell annually \$184,500. There are some twenty smaller establishments besides the above, whose sales in the aggregate, probably amount to as much more.



Variety Stores.

FIRM.	WHEN EST'D.	BY WHOM.
A. Konantz,	1845,	A. Konantz.
Leopold Arntzen,	1850,	Ricker & Arntzen.
Kathman & Kramer.	1850,	Kathman & Kramer.
A. J. Lubbe,	1851,	A. J. Lubbe.
F. Bembrock,	1852,	F. Bembrock.
John Borbeck,	1854,	J. Borbeck.
John Kinkle,	1855,	John Kinkle.
George Schultheise,	1848,	G. Schultheise.

These establishments employ twenty-four hands, and sell annually to the amount of \$279,000. The names of only the principal dealers are given above. In addition to these there are nearly a hundred smaller houses, whose stocks are of a miscellaneous character, whose annual sales amount to a very considerable sum, some of them doing quite an extensive business.

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Rectifiers and Liquor Dealers.

There are in the city the following Rectifiers and Liquor Dealers :

FIRM.	WHEN EST'D.	BY WHOM.
A. & L. Buddee,	1855,	A. & L. Buddee.
J. & P. Schell,	1856,	J. & P. Schell.
Sam'l Ramsay,	1849,	T. Jasper.
Jacob Keis,	1853,	M. Keis.
John Rentz,	1857,	John Rentz.

These firms employ twenty-one hands, whose wages are \$6,900. They sell annually \$205,120 worth of Liquors.

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Lumber.

The following are the principal dealers in Lumber, Shingles, Lath, &c. :

Bennesen & Co.,	J. M. Pitman,
Howland & Wood,	Amos Green,
H. Allen & Co.,	John Mikesell.
Winnekar & Co.,	

These firms imported during the past year 16,750,000 feet of Pine Lumber, 7,870,000 Shingles, and 2,320,000 Lath.

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Clothing Stores.

There are a considerable number of Clothing Stores in the city. We give below the names of the principle firms engaged in this branch of business :

STYLE OF FIRM.	WHEN EST'D.	BY WHOM.
Powers & Finlay,	1847,	W. B. Powers.
M. Jacobs,	1851,	M. Jacobs.
D. Hermann,	1852,	D. Hermann.
Samuel & Bro.,	1856,	Samuel & Bro.
S. J. Lesem,	1854,	S. J. Lesem.

These firms employ fifty-three hands in the manufacture and sale of clothing. The larger portion of their stock is purchased in the Eastern cities. Their annual sales amount to \$186,000.

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Merchant Tailors.

The following is a list of the principal Merchant Tailors :

STYLE OF FIRM.	WHEN EST'D.	BY WHOM.
J. A. Parker,	1854,	J. A. Parker.
J. P. Bert, Jr.,	1847,	J. P. Bert, Sr.
S. L. Poole,	1851,	S. L. Poole.
A. Dunlavy,	1857,	A. Dunlavy.
H. Waffman,	1856,	H. Waffman.

These firms employ sixty-three hands, and the value of the work done annually in their establishments is \$131,000. Besides this their sales of furnishing goods are extensive. A large number of smaller establishments are not enumerated.

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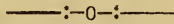
Books and Stationery.

There are five firms engaged in the sale of Books and Stationery, viz :

FIRM.	WHEN EST'D.	BY WHOM.
J. R. Dayton,	1840,	N. Flagg.
G. A. Miller,	1839,	G. A. Miller.
George W. Winans,	1853,	G. W. Winans.

FIRM.	WHEN EST'D.	BY WHOM.
Tobin & Smith,	1857,	Tobin & Smith.
Charles Schmidt,	1856,	C. Schmidt.

They employ eleven assistants, and sell annually to the amount of \$96,000. One of these houses is just established, and has no statistics, but whose sales will probably increase the amount to \$135,000. These firms are constantly in receipt of the latest publications, and spare no pains in keeping up the extent and variety of their stocks.

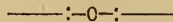


Drug Business.

The following firms are engaged in the wholesale and retail trade in Drugs and Medicines in the city:

FIRM.	WHEN EST'D.	BY WHOM.
H. H. Hoffman,	1850,	Hoffman & Bro.
Rogers & Co.,	1845,	S. B. Hoffman.
F. Flachs & Co.,	1845,	F. Flachs.
Geo. A. Miller,	1839,	G. A. Miller.
C. H. Morton,	1845,	Dr. Doway.
A. Stutte,	1853,	Stutte & Arntzen.

These houses employ twenty-one assistants, and their sales amount to \$158,000.



Boots and Shoes.

There are four firms engaged in the sale of Boots and Shoes at wholesale and retail, viz:

FIRM.	WHEN EST'D.	BY WHOM.
E. K. Stone & Co.,	1840,	E. K. Stone.
C. O. Godfrey,	1850,	E. W. Godfrey.
C. Brown, Jr.,	1851,	J. M. Caffrey.
A. Maxwell.	1857,	A. Maxwell.

They employ eleven assistants, and their sales amount to \$182,000. These firms purchase directly from the manufacturers, most of their goods being made to order. Their stocks are at all times complete, and they are prepared to sell at wholesale upon as favorable terms as are to be had in any other Western market. There are also over 20,000 pairs Boots and Shoes manufactured here, worth \$50,000.

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Auction Houses.

There are two houses engaged in this line of business, carried on by T. H. Brougham and Charles B. Cook. From the nature of their business it is impossible to arrive at very accurate returns of their sales of merchandise, but they amount to about \$75,000.

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Watches and Jewelry.

An extensive trade is carried on in Quincy in these articles. The names of the principal dealers are given below :

FIRM.	WHEN EST'D.	BY WHOM.
E. W. Parsons,	1853,	Archer & Parsons.
J. W. Brown,	1855,	J. W. Brown.
F. Waldin,	1852,	F. Waldin.
T. J. Harris,	1857,	T. J. Harris.
Tobin & Smith,	1857,	Tobin & Smith.

The two firms last enumerated have but just commenced business, and consequently we have no statistics from them. The three former employ twelve assistants, and sell annually \$81,000 worth of Watches and Jewelry. There are several other establishments, which are principally engaged in Repairing.

China, Glass and Queensware.

There is one establishment engaged in this business in the city, conducted by Alfred Gatchell, which was established in 1854 by Wm. H. Gage. In point of variety and extent this stock is not excelled by that of any similar house in the State. The business of this house is large, and its increase during the past year has been so great that its present facilities of store room, &c., have been found insufficient, and the proprietor will in a few weeks remove his stock into one of the finest store-rooms in the city. He is prepared to meet country dealers upon terms quite as favorable as are offered in St. Louis or Chicago, being a direct importer from the English manufacturers.

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Tobacco and Cigars.

The following are the principal firms engaged in this business:

FIRM.	WHEN EST'D.	BY WHOM.
F. Hanke,	1855,	F. Hanke.
H. Hellhake,	1853,	H. Hellhake.
C. C. Klene,	1849,	C. C. Klene.
F. Cook,	1854,	F. Cook.

They employ seventeen hands, and their sales amount to \$66,000. There are several smaller houses, whose sales are about \$35,000.

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Hats and Caps.

The following houses are engaged in this business, viz:

FIRM.	WHEN EST'D.	BY WHOM.
Laage & Barnum,	1841,	G. J. Laage.
J. Brokschmidt,	1854,	J. Brokschmidt.

These firms employ in their business fifteen hands, whose wages amount to \$6,400. Annual sales \$69,000. Messrs.

Laage & Barnum occupy one of the finest business houses in the city. Their store-room is fitted up in very elegant style, and the upper part of the building is devoted to the manufacture of articles in their line. The Hats and Caps produced at this establishment are unexcelled in point of quality or style by those of any manufactory East or West. The annual value of their manufactures alone is \$25,000. The enterprise and skill displayed by these gentlemen in the conduct of their business, have gained for them a high reputation, and an extensive and rapidly increasing trade.

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Millinery and Bonnet Stores.

The following is a list of the proprietors of these establishments in the city:

Mrs. S. A. M. Blackford,

Mrs. Karnes,

Mrs. E. McLean,

Mrs. B. Fisher,

Mrs. Miller,

Mrs. Parsons.

Mrs. Crawford,

Their sales amount to \$91,000 annually.

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Ice.

There are three firms engaged in the Ice business, viz:

P. W. Lane,

D. Hauser.

A. C. Lomileno,

They put up during the last winter 3,350 tons of Ice, worth \$10 per ton, amounting to a total value of \$33,500.

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Pork Packers.

Pork Packing is a very important item in the business of Quincy. The county of Adams, and the adjoining counties

which find a market at this point, are not excelled throughout the West as a Pork-producing district. The following firms were engaged in this business during the winter of 1856 and '57:

FIRM.	NUMBER HOGS PACKED.	POUNDS.
J. E. Norwood	9,025	2,203,765
C. M. Pomroy & Co.,	9,127	2,223,269
J. Seaman,	4,760	1,109,080
E. Wells,	8,312	1,806,655
G. & J. Adams,	4,534	1,023,922
Parshley & Smith,	2,548	619,801

Amounting to 38,306 hogs, weighing 8,986,492

Making the average weight 235 pounds. Besides these, there were sold to Provision Stores, &c., some 2500 Hogs, which, at the above average, amount to 687,500 pounds, making the total number of Hogs sold in this market 40,806, giving a total weight of 9,773,992 pounds, which, at \$5.30 per hundred, the average price paid during the season, amounts to \$512,721 57. Owing to the general scarcity of hogs throughout the country during the year 1856, these statistics can hardly be considered as fairly representing the ordinary amount of the Pork trade at this point:

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Beef Packing.

The greater proportion of the Cattle fattened here, and in this vicinity, are not slaughtered at this point, but are driven to Southern and Eastern markets; and although a large amount of capital is invested in the Cattle trade, the quantity of Beef packed has not heretofore been large. There were killed and packed in 1856, by Messrs. J. E. Norwood and C. M. Pomroy & Co., 2,300 Beef Cattle, netting 4,930 barrels. There are slaughtered for home consumption about 3,000 head annually.

There is a prospect of a large increase in the Beef trade at this point, and the amount purchased during the coming winter will probably quadruple that of any preceding year.

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Financial Institutions.

There is in this city one Bank of Issue, viz: "The Bank of Quincy." John McGinnis, Jr., Pres't., Maitland Boone Cashier. This Bank was established April, 1856, under the general Banking Law of this State. Capital stock, \$65,000. The published statement of this institution shows its affairs to be in a flourishing condition.

QUINCY SAVINGS AND INSURANCE COMPANY.

This institution was organized May 1st, 1857, under an act of the Legislature, approved February 15th, 1855. Capital \$320,000. Authorized capital, \$500,000.

BOARD OF DIRECTORS:

Elijah Gove,	John Wood,
Hiram Rogers,	Robert S. Benneson.
Caleb M. Pomroy,	

OFFICERS:

Elijah Gove, President,	A. C. Marsh, Secretary,
	C. B. Clarke, Cashier.

This Corporation is empowered by their Charter to make all kinds of fire and marine insurance, and to perform the duties and functions of a Bank of Deposit.

There are in this city, also, the following private Bankers:

FIRM.	WHEN EST'D.	BY WHOM.
Flagg & Savage,	Oct., 1850,	Flagg & Savage.
Moore, Hollowbush & Co.,	Nov., 1850,	Moore, Hollowbush & Co.
Bull, Bushnell & Co.,	June, 1857,	Bull, Bushnell & Co.

Livery Stables.

FIRM.	LOCATION.
Clifford, Lombard & Co.,	Main, between 3d and 4th streets.
J. B. Bennett,	Main, between 3d and 4th streets.
J. T. & J. W. Bradford,	Fourth, bet. Main and Jersey sts.

These stables are well stocked with excellent Horses and Carriages of all descriptions. The Carriages and Harnesses in use at these establishments are generally of Quincy manufacture, and many of them are exceedingly tasteful and elegant in design and mechanism. The charges for livery hire are lower than at most other points.

There are two Omnibus Lines in attendance at all arrivals and departures of Boats and Cars, to convey passengers to or from all parts of the city. The Omnibuses are of elegant and costly construction. There is a heavy capital invested in this business, from which a handsome return is realized.

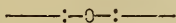
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Hotels.

Quincy is celebrated for the excellence and cheapness of the accommodation which it offers to the traveling public. Our first class Hotels are acknowledged to be decidedly superior to those of any other city on the Mississippi river north of St. Louis, in every particular which the traveler regards as essential to his comfort. The buildings are large and handsome, the rooms airy and commodious, and elegantly furnished. The gentlemanly proprietors of these houses have rendered themselves deservedly popular with their numerous guests, by their courteous and successful endeavors to make their sojourn in the city pleasant and agreeable. We give the four principal Hotels:

Quincy House, Corner Main and Fourth streets, Floyd & Bro.
 Cather House, Hampshire, between 5th and 6th sts., Z. Cather.
 Hess House, Hampshire, between 6th and 7th sts., H. Hess.
 Virginia Hotel, corner Hampshire and 3d sts., F. B. Walker.

There are, besides these, some twelve or fifteen smaller houses, and numerous boarding houses. Two of our larger Hotels have been built since the completion of the "Quincy and Chicago Railroad," and another large one is in process of erection at the corner of Broadway and Front streets.

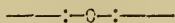


Real Estate Dealers.

There are the following Real Estate Dealers in this city, viz :

Hinchman & Loomis,	Gilpin & Rowland,
Kingman & Tillson,	Moore, Morton & Co.,
Green & Kirkbride,	C. A. & A. E. Savage,
M. B. Denman,	Edward Prince,
J. P. Erskine,	Dills & Wentworth.

We are unable, from the nature of their business, to give the actual figures of their transactions, but the capital invested is large, and their business extensive.



Religious Denominations.

The various Religious Societies are numerous represented in Quincy. There is probably no other city in the West in which so large a proportion of the population are church members, or regular attendants upon places of worship. This fact speaks well for the moral character of the city, and cannot but favorably impress those seeking a location in the West, with the advantages of Quincy as a place of residence. Affixed is a list of the Churches:

St. John's Episcopal Church, Rev. Wm. Rudder, Pastor.

First Congregational Church, Rev. S. H. Emery, Pastor.

Centre Congregational Church, Rev. Horatio Foote, Pastor.

First Presbyterian Church, Rev. George I. King, Pastor.

Westminster Presbyterian Church, Rev. Wm. McCandlish, Pastor.

First Baptist Church, Rev. L. M. Whitman, Pastor.

Vermont street Baptist Church, Rev. Joseph R. Manton, Pastor.

Vermont street Methodist Episcopal Church, Rev. R. Andrus, Pastor.

Fifth street Methodist Episcopal Church, Rev. A. C. Vanderwater, Pastor.

Protestant Methodist Church, Rev. Joseph P. Johnson, Pastor.

Unitarian Church, Rev. L. Billings, Pastor.

Universalist Church.

Christian Church.

St. James' German Lutheran Reformed Church, Rev. A. Schmieding, Pastor.

St. John's German Lutheran Reformed Church, Rev. Christian Popp, Pastor.

Salem German Lutheran Reformed Church, Rev. Simon Lieser, Pastor.

First German Methodist Episcopal Church, Rev. John L. Walther, Pastor.

German Baptist Church, Rev. Wm. Gladfelt, Pastor.

There are belonging to these churches 2,968 members.

There is one German Catholic Church, Rev. Joseph Kuenster, Pastor, and one Irish Catholic Church, Rev. Joseph Dempsey, Pastor. These have a very large attendance.

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List of Officers of the City of Quincy, 1857.

SYLVESTER THAYER, Mayor.	A. W. BLAKESLEY, City Clerk.
I. O. WOODRUFF, City Treas.	J. M. BARRY, City Marshal.

ALDERMEN:

FIRST WARD—Thomas Jasper, H. S. Osborn.

SECOND WARD—J. B. Brown, J. B. Merssman.

THIRD WARD—R. S. Benneson, Michael McVey.

FOURTH WARD—B. F. Berrian, Andrew Keller.

FIFTH WARD—J. B. Hicks, A. J. Lubbe.

SIXTH WARD—S. M. Bartlett, John Schell, Jr.

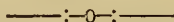
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Value of Taxable Property Annually, from 1835 to 1857.

YEAR.	ASSESSED VALUE.	ESTIMATED VALUE.
1835.....	64,878.....	168,878
1836.....	487,900.....	887,900
1837.....	545,050.....	954,150
1838.....	605,320.....	1,063,820
1839.....	658,443.....	1,135,443
1840.....	1,009,126.....	1,284,136
1841.....	887,868.....	1,573,863
1842.....	998,279.....	1,634,279
1843.....	864,209.....	1,763,209
1844.....	983,890.....	1,843,390
1845.....	900,120.....	1,862,120
1846.....	1,059,288.....	1,943,288
1847.....	985,099.....	1,987,098
1848.....	1,269,498.....	2,169,498
1849.....	1,322,328.....	2,874,338
1850.....	1,556,342.....	2,983,342
1851.....	1,789,399.....	3,208,399
1852.....	1,574,134.....	3,746,133
1853.....	1,811,965.....	4,104,965
1854.....	1,886,778.....	4,627,778
1855.....	3,149,797.....	6,895,797
1856.....	4,033,976.....	9,185,976
1857.....	5,042,951.....	12,346,957

City Debt, July 1st, 1857.

Improvement Bonds.....	\$184,042	21
Railroad Bonds.....	500,000	00
Total.....	\$684,042	21



City Resources.

Revenue for 1857.....	90,000	00
<i>Stocks owned by City—</i>		
N. C. Railroad.....	200,000	00
Toledo, Wabash and Western R. R.....	200,000	00
Quincy and Palmyra Railroad.....	100,000	00
<i>Estimated Value of Real Estate—</i>		
Levee at foot of Main street, [1,550 ft front]...	350,000	00
Levee at foot of Washington street.....	25,000	00
Washington Square.....	225,000	00
Jefferson Square.....	125,000	00
Franklin Square.....	35,000	00
Hospital Grounds.....	15,000	00
Webster School house and Lot.....	35,000	00
Jefferson School House and Lot.....	8,000	00
Franklin School House and Lot.....	10,000	00
Four Engine Houses and Lots.....	24,000	00
Market No. 1.....	25,000	00
Market Lot No. 2.....	3,000	00

Total.....	\$1,470,000	00
Total Debt.....	684,042	21

Total amount of Resources over and above Debts.....\$785,957 79

DESCRIPTIVE.

The city of Quincy is situated upon the Eastern shore of the Mississippi, at an elevation of about one hundred and twenty feet above the level of the river. For a distance of many miles above and below, the Bluffs on the Illinois side are separated from the river by a wide extent of Bottom Land, covered with waetr at every inundation, and intersected by sloughs and marshes, rendering the main channel inaccessible for purposes of commerce. At this point they rise almost from the water's edge, and form a Landing, practicable for steamboats of the largest class, at all seasons of the year. The elevation upon which the city is built commands a view of the river for more than fifteen miles in either direction, which is unsurpassed for the variety and beauty of its scenery. Lagrange, at a distance of twelve miles to the North, and Palmyra, fourteen miles to the South-west, may be distinctly seen on a clear day from the summit of the Bluff. No landscape on the Mississippi is more lovely than that which is here presented to the eye in the season of foliage. The bold out-line of the Bluffs skirting the Western horizon, the wide expanse of forest on either side extending to the water's edge, and the thickly wooded islands dotting the surface of the stream, combine to form a picture such as rarely meets the eye amid the comparatively monotonous scenery of the West. The Mississippi at this point is about one mile in width. Its Western shore is lined by a dense forest, extending

several miles into the interior, and affording an ample supply of fuel and lumber. The North-western portion of the city extends along the shore of a beautiful sheet of water, now known as "Quincy Bay," but which, in "early times," was called "Boston Bay," as were the Bluffs upon which the city now stands called "Boston Hills"—being named by the Indians after a trader, who, in the employ of the "Boston Fur Company," established a Trading Post about three miles above this point. Many of the largest manufacturing establishments of Quincy are built upon the shore of this beautiful inlet. The country in the immediate vicinity of the city is gently rolling. Groves of magnificent trees alternate with fields which, in the season of tillage, are covered with an abundant vegetation.—Neat and comfortable farm-houses, and highly cultivated farms, everywhere attest the industry and success with which the business of agriculture is carried on.

The unequalled beauty of its site, the taste displayed in its plan, improvement and public buildings, as well as the orderly and industrious habits of its citizens, have gained for Quincy the justly merited title of the "Model City." The area embraced within its corporate limits is about five square miles. The streets are laid off with perfect regularity, of ample width, occupying easy grades, and in the business portion of the city they are thoroughly macadamized. The side-walks are wide and substantially paved with brick, and extend over almost the entire area occupied by buildings. Their aggregate length is no less than thirty-three miles—a greater extent of brick pavement than is to be found in all the other cities and towns in Illinois together, Chicago not excepted. Several of the principal streets are paved for a distance of more than two miles with side-walks of the most substantial character. The streets throughout the city are kept in thorough repair, even at the most unfavorable seasons of the year. Gas Works were erected in the fall of 1855, and the streets are now well lighted in all the most frequented parts of the city.

Great attention has been given, from the earliest times, to shading and adorning public and private grounds throughout the city. The forest trees have been preserved, so far as it could be done consistently with the necessities of building and grading; and where they were wanting, thrifty elms and maples have been transplanted, and are now becoming yearly more valuable for the purposes of ornament and shade. The people of Quincy have never been so engrossed with the mania for speculation as to forget the duty which the founders of a city owe to coming generations. Hence, large tracts of valuable real estate, some of it in the very heart of the city, have been purchased by the city government, and reserved for Parks and Ornamental Grounds.

Washington Square is in the central portion of the city. It is neatly enclosed, and beautifully shaded by fine forest trees, and is surrounded by business houses which may challenge comparison with the finest portions of St. Louis and Chicago. Jefferson Park is in the North-eastern part of the city. It is pleasantly located, and adds much to the beauty of this part of the city. Franklin Square is situated on the Bluff, and commands a fine view of the river and its Western shore. Woodland Park is a beautiful enclosure of twenty-five acres, in the Southern suburbs of the city. It was selected as a place of public recreation for its rare natural beauty, and convenient location. It is shaded by native forest trees, and watered by a copious and never-failing spring, which gushes forth, clear and cool, from the hill-side. Art could do nothing to improve or embellish this beautiful tract of wood-land, and it has been left almost in a state of nature.

If the actual value of the grounds thus devoted to the purposes of ornament and recreation, was invested in enterprises of more immediate utility, it would go very far to promote the extension of the commerce and business of Quincy. But the City Fathers have steadily adhered to the far wiser policy of

securing to her citizens, for all time to come, the means of innocent and healthful recreation. Other towns, which have neglected this most important object, will doubtless regret, when it is too late, that some "corner lots" and "desirable business locations," were not sacrificed to its promotion. The beauty of the public Parks of Quincy, and the taste displayed in the grounds surrounding her private residences, may account for the remark almost invariably made by *disinterested* strangers, that "Quincy is the finest city in the West."

From the business centre of the city the ground inclines gently to the North, South and East, affording many sites of rare beauty for private residences. The natural advantages of the location have been improved with a taste and liberality seldom found in a country where the useful is so generally cultivated at the expense of the beautiful. Our successful and independent men of business have contributed so generally to every object of public interest, that they may well be excused for displaying a similar magnificence in the adornment of their homes. Many elegant residences are now in process of erection in various parts of the city. Among these is the dwelling of Lieutenant-Governor Wood, which, when completed, will be the most beautiful, as well as the most costly, private residence in the State.

Woodland cemetery is situated in the South-western portion of the city, extending on the Western side nearly to the river. It includes an area of forty-five acres. The grounds are tastefully arranged, and thickly wooded with noble oaks and maples of native growth. The retirement of the situation, and the delightful scenery around, render it singularly appropriate to the purpose to which it is devoted. No one who has ever visited it can fail to admire the taste which presided over the selection and adornment of this beautiful spot.

The great extension of the trade of Quincy, consequent upon her increased facilities for Railroad communication, has been

followed by a rapid improvement in the character of her business houses. A very considerable portion of the city has been almost entirely re-built since the opening of the "Quincy and Chicago Railroad;" and the process of improvement is still rapidly going on. The best material is employed in building, and great attention is paid to the selection of appropriate plans and designs. The necessary limits of this article will not permit us to enumerate the many handsome and substantial buildings which have been erected by our leading merchants and manufacturers during the past year. One of the most conspicuous of them is the fine block lately erected by Mr. Konantz, sixty feet front and five stories high—a building which compares favorably with anything of the kind in the West. Messrs. Flagg & Savage, who are among our leading bankers and capitalists, are now erecting, at the South-east corner of Washington Square, a magnificent business block, consisting of four store rooms one hundred feet deep, and four stories in height. These stores are all engaged at a rent which will return a handsome interest on the capital invested. Messrs. E. K. Stone & Co. are now building two fine stores of the same dimensions, and Mr. A. C. Lomelino has nearly completed a building of a similar character, which is a model in all respects of business architecture. All of these have iron fronts, and will compare favorably with any business blocks in our largest cities. For want of space we are unable to notice particularly many other business houses now in process of erection, which are hardly inferior to those above mentioned. Notwithstanding the large number of buildings of this character which have been recently constructed, the demand still keeps pace with the supply, and gives abundant proof of the rapid growth of the commerce and business of Quincy.

Much attention has been given to the organization of an efficient system of public schools. Large and convenient buildings have been erected in various parts of the city, and these

are well supplied with experienced and competent instructors. The large number of pupils in attendance—being over 1,000—is a flattering indication of the interest which is felt in the important subject of popular education. In the public schools instruction is given in those branches of science which are of universal utility. For pupils who desire to pursue a more extensive course of study, there are a variety of private institutions—many of them of a very high character. Among these the Methodist Male and Female College is worthy of especial mention. It is well endowed, and employs a large corps of accomplished and competent teachers, who give instruction to a large number of pupils, in the various practical and ornamental branches which are considered essential to a thorough and finished education. The building occupied by this school is large and handsome, and well supplied with libraries and scientific apparatus. Arrangements have been made for establishing, at an early day, a College on a larger scale than any institution of the kind now existing in the State. The known wealth and intelligence of the gentlemen who have engaged in this movement, are an ample guarantee of its complete success. The buildings occupied by the public schools of Quincy are generally large and commodious, and are sufficient to accommodate all the children of the city who are entitled by law to participate in the advantages which they afford. The Fifth Ward school house is an excellent specimen of school architecture. The public schools have been, since their establishment, under the supervision of competent Superintendents, and the system which has been organized and administered has proved, in the highest degree, efficient and satisfactory.

Quincy is honorably distinguished among her sister cities by the unusual number, as well as the size and beauty, of her churches. Her religious societies are numerous, influential and wealthy, and are remarkable for the liberality with which they contribute to the various objects of Christian benevolence.

Their influence is strongly felt in maintaining an elevated moral tone in the community. The first settlers of Quincy were religious men, and the character which they early impressed upon the infant city is still retained. The clergy who supply her pulpits have ever been distinguished for learning and ability, as well as for the disinterested zeal which they have manifested in promoting the important ends of moral and intellectual improvement. Nearly all the church edifices of the city are handsome and imposing structures. One of the most beautiful among them is the church recently erected by the Baptist Society, on Vermont street—an edifice unsurpassed in the gracefulness of its architecture, and the fitness for the object to which it is consecrated. The Congregational churches on Jersey, and the Catholic churches on Maine are also large and handsome buildings.

Several benevolent and charitable associations have been formed in this city, and may now be considered as permanently established. Among these the Orders of Masons and Odd Fellows, and the German and Irish benevolent societies are worthy of especial mention. All these associations are large and flourishing, and have been the means of alleviating much of the want and suffering which exist to a greater or less extent in all populous towns.

An efficient Fire Department was early organized, and the city regulations upon this subject are stringent, and rigidly enforced. Owing to the general use of fire-proof material in building, and the public spirit and excellent discipline of our Fire Companies, we have hitherto enjoyed an unusual exemption from disasters by fire. Our condition in this respect compares most favorably with that of our neighboring cities.

To the emigrant who is about selecting a permanent location in the great West, no consideration is more important than the moral and social character of the population in the various localities which invite emigration and settlement. No facilities

for the prosecution of business, and the acquisition of wealth, can compensate for the absence of an intelligent society and educational advantages. In many of the rising cities of the West the rage for speculation and money-getting has not only vitiated the moral tone of the community to a very serious extent, but has prevented any adequate effort to secure the means of intellectual culture to the rising generation. In their anxiety to secure abundant wealth for their children, the citizens of these towns have forgotten that wealth, unaccompanied by intelligence, can only be injurious to its possessor. It was most fortunate for Quincy, that during the period which elapsed between the first settlement within her limits, and the more recent commencement of her rapid growth, an efficient system of education had been organized, and an elevated moral tone established and maintained. The subsequent growth of her population, though rapid, has been regular and healthy, and its materials have been drawn mainly from the better class of Eastern emigrants, characterized by habits of industry, enterprise and business integrity, and by an orderly and peaceful disposition. Hence, Quincy has never been disgraced by those scenes of lawless violence which have been too often witnessed in the streets of Western cities. An efficient Police System secures the safety of person and property. A liberal and enlightened spirit displays itself in works of public utility and ornament. The eager and successful pursuit of business has not excluded attention to the higher end of moral and intellectual culture, and the Eastern emigrant may find here that public order, social refinement, and universal intelligence, which he most valued in his former home, together with an enlarged and generous liberality of sentiment, which is found only in the West.

In enumerating the advantages of Quincy as a place of residence, the healthfulness of her location should not be forgotten. The city is almost entirely exempt from the diseases which are

the scourge of the Mississippi Valley. The streets are kept carefully clean, and no business is permitted to be carried on within the city limits which might be injurious to its sanitary condition. The elevated site upon which Quincy is built, and her copious supply of excellent water, may account for the very small annual mortality, as shown by the official returns.

Having thus enumerated some of the many advantages of our beautiful city as a place of residence, we have only to say, in conclusion, that we invite the emigrant, who is in search of a home, to visit Quincy and test the correctness of our statements by the results of his own observation. If, upon doing so, he finds her deficient in those requisites, which he deems essential to a good location, he will do well to retrace his steps, and abandon the idea of settlement in the West.- But we are confident that no person who is made of the right stuff for a Western man, can fail to appreciate the admirable location of our city, and the enterprise, intelligence and refinement of her people.



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